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Spring 2009



Serving Idaho's Aviation Community for over 60 Years

Vol 55, Issue 2

2009 Idaho Aeronautical Charts Now Available!!!

By: Idaho Aeronautics Staff

The new Idaho Aeronautical Chart is now available from the Idaho Division of Aeronautics. It has been well over ten years since we last published the chart. Compared to the old charts, the new one includes numerous additional backcountry airstrips as well as updated depictions of the remaining fire lookouts as landmarks. The back of the chart has significantly more information on Idaho airports and many other items of interest. It has also been printed on a new synthetic paper that will resist tearing better than the older charts and is available folded or flat.

Registered airmen, aircraft owners and dealers may purchase one chart at a reduced price at time of renewal or initial register. However, you don't have to wait until your registration comes due to purchase your chart. New charts are now available at the regular \$10 rate.

You can pick up a new chart by:

- Coming to the Division and purchasing your chart over the counter – see address to the far right;
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- Sending a check. You need to call the Division **PRIOR TO** sending your check in order to get a total due for the number of charts you want. Make checks out to the **Idaho Division of Aeronautics** and mail it to the address below the photo; or
- Contacting your local retailer or FBO. Call first; not all retailers or FBOs will carry the charts.

Cost: \$10



**Idaho Division of Aeronautics
3483 Rickenbacker St.
Boise, Idaho 83705**

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Idaho Centennial of Flight

By: Frank Lester
Safety/Education Coordinator

According to Arthur Hart's "Wings Over Idaho," Idaho's first flight occurred on October 13, 1910. Our centennial will be celebrated in less than 18 months on October 13, 2010. One group of individuals is planning to fly a replica of the Curtiss Pusher, the aircraft that made that important first flight, as part of the celebration. In the last issue of the Rudder Flutter, Jim Otey, a member of the Lewiston EAA Chapter, provided a glimpse into the project to build the replica by hand and according to the original plans, with the goal of launching it on the date of our centennial. Along with several other chapter members and community aviation enthusiasts, their

re-enactment of this first flight is planned as part of the celebration in Lewiston where that flight originated.

Over the last several years, I have tried to show the importance of aviation in Idaho through glances into our past and by highlighting the careers of aviation pioneers, visionaries and leaders. Until Jim brought our centennial to my attention, I hadn't given any thought to the significance of this date, probably because I didn't know when it occurred. However, with such an important date looming on the horizon, I think it is important to ask what the rest of us could do to celebrate such an important date. How do we want to celebrate? Do we want to celebrate?

I have been mulling over several possible projects/activities as part of the occasion, but I certainly can't do it alone. There are many airports, flying organizations, fixed-base operators and other entities whose very existence can be attributed to this event. Airports are important to local communities as is air service to the many remote locations that punctuate our rural, mountain and river landscape. Should they be part of that celebration? Would this be the time to re-introduce aviation to the communities, to the educators, the students and to our legislators?

Eighteen months is not very long to plan this sort of program; believe me, I know. It has to be a concerted effort consisting of a broad cross-section of the populace, businesses and organizations. Should a celebration last for a year, a month, a week or a day? Whatever is done, if anything, now is the time to act. The results do not have to be big and grandiose. It may be a small fly-in, an open house at the local



Lewiston's Curtiss Pusher takes shape.

airport or a display of antique aircraft. Whatever is done, I sincerely think that we will miss a tremendous opportunity if this event is allowed to fade into obscurity, a dog-eared reminder for a future generation.

What are your thoughts? What do you think? What do you want to do?
Email me – frank.lester@itd.idaho.gov.

Correction: The article referenced in the previous issue of the Rudder Flutter incorrectly identified the Lewiston EAA Chapter as sponsoring the project to build a 1909 Curtiss Pusher. As referenced above, chapter members and aviation enthusiasts from the Lewiston community are pursuing the project. The chapter has provided hangar space to build the aircraft but is not sponsoring the project; our apologies for the error.

— Editor

Idaho Airport/ Facility Directory

The most up-to-date information on all Idaho airports is available on our website, www.itd.idaho.gov/aero. Click on Airport Facility Directory to access the map-based system. Please contact Aeronautics at 208-334-8775 or mark.lessor@itd.idaho.gov with updates/suggestions regarding this online directory.

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is published quarterly. All articles should be submitted to this office for review.



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Breakfast and Lunch on the Middle Fork

By: Paul Collins

With the demise of the Big Creek Lodge, the options for a cooked meal while flying the Frank Church are limited. At the recent yearly meeting of the Flying B membership, several of us who are pilots presented the option of having the lodge at the Flying B help pick up some of the slack. After a discussion, the membership approved opening the lodge at the "B" to fly-in guests for both breakfast and lunch on an experimental basis.

The lodge will be open for breakfast from 8:30 until 10:00 AM and for lunch from 11:30 until 1:30 PM. This will remain in effect May 11th through September 14th, until further notice. The charge will be \$20 per meal, a hearty meal indeed – more than you can eat. The price includes a truck ride from the airport to the lodge and back. If you stay for breakfast and lunch, well, if you can eat that much, the total cost will be \$40.

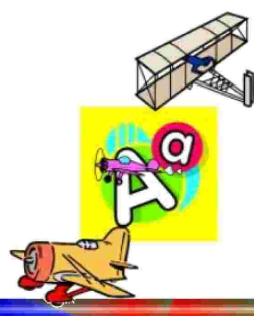
The Flying B airport is 12ID on your GPS or about a mile upstream from Bernard. The windsock is on the east side of the runway, about half way down. Please be very careful of other traffic especially anyone landing or taking off at Bernard. Please call the "Flying B" on 122.9 when you get in the area and let them know you are planning to stay and eat. Use 122.9 to let others know your intentions and for standard CTAF frequency when in the pattern.

The Flying B airport is a private facility and although we do not charge for landing, you need to receive approval to land either by radio (122.9) or through the office in Salmon (208-756-6295 or tamflyingresort@centurytel.net).

If this experiment works, we will perhaps look at opening the Root Ranch similarly, so please be thoughtful of those other pilots and the folks at the B when landing or departing. We do hope this works out well for the staff and for the flying public. Enjoy the great facilities at the "B", have fun flying and please be careful!

As with any mountain airstrip in the Middle Fork or Big Creek drainages, we strongly recommend special consideration be given to density altitude, turbulence and mountain flying proficiency.

— Editor



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| Workshop only: | \$25 |
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Frank Lester (frank.lester@itd.idaho.gov)

Tammy Schoen (tammy.schoen@itd.idaho.gov)



Radio Chatter

By: Frank Lester
Safety/Education Coordinator



Rathdrum Scouts Perform Service Project at Magee

This note was forwarded to us by Lee Hannibal, a troop leader with Boy Scout

Troop 216 and a member of the Idaho Aviation Association:

"I am an IAA member and a scout leader for troop 216 of Rathdrum, Idaho. For the last two years, Troop 216 has adopted S77, Magee airstrip, for community service projects. Community service projects are required for advancement in scouting rank. Each year we hold a camp-out at Magee and our 20 boys with wheelbarrow and shovels in hand, fill gopher holes on the runway and help with general end-of-season clean up.

Brandon Teslov, an Eagle Scout candidate, chose to put in two benches next to the camping area at



Lee Hannibal, Toni Hannibal, Callen Hannibal, Brandon Tesulov, Tyler McKanna and Aron Tesulov

Magee for his required Eagle Scout project. The project requires that he demonstrate the leadership skills of a project manager. Brandon learned all about the documentation and

paperwork necessary to have his project approved, submitting his final plan for approval to the Idaho Division of Aeronautics. With his plan now approved, his project could move forward.

His mentor from the start was Gene Soper, a well-known Idaho aviator. Brandon just loved hanging out with Gene and listening to aviation stories. Once he had received final approval, Brandon had to find donations to complete the project. On the weekend of September 28, Scout Master Toni Hannibal and other scout leaders, along with Brandon and the boys of troop 216, brought the benches to Magee. They dug holes, poured concrete and now Magee has two very nice benches next the camping area.

During the camp out, many of the local aviators popped over the hill from Coeur d Alene to give



Jill Tesulov, Brandon Tesulov and Gene Soper

See Radio Chatter

Continued on page 5



Radio Chatter

Continued from page 4

support. Sunday morning we woke up to valley fog. As it lifted, the mix of low clouds parting with the sun shining on the trees in their annual transition to fall colors was spectacular. To many of these young boys, watching airplanes take off and land on a back-country grass strip was the highlight of the year."

Although this service project was actually completed last summer, we couldn't pass up the opportunity to offer our thanks and appreciation for their efforts to improve one of Idaho's important resources. Congratulations and Thanks to Brandon and all the scouts and leaders of Troop 216. It is great to have such support for one of our great mountain airstrips. Many thanks to all the volunteers who helped Brandon and his fellow scouts complete this project.

Way to go Brandon! Good luck with your progress to Eagle Scout.

Oregon F-15s Temporarily Relocate to Boise

23 F-15s from the 173rd Fighter Wing are relocating to Boise for six months to continue critical aircraft training while their home field, Kingsley Field in Klamath Falls, Oregon, undergoes a major airfield improvement program.

To mitigate the expected increase in noise, the F-15s will operate similarly to our Idaho Air National Guard, flying several sorties per day, Monday through Friday plus one weekend per month. The majority of their training will be conducted at Mountain Home Air Force Base and in the adjoining Military Operating Areas and Restricted airspace.

For us GA types, that means we will need to pay a little closer attention to the radio and keep our heads out of the cockpit and on a swivel. There will be a little more high-speed jet traffic but it shouldn't cause you any problems if you follow tower's instructions and adhere to our normal traffic procedures.

Backcountry Courtesy

1. Fly to the right side of the canyon;
2. Turn on your landing lights;
3. Monitor 122.9 and make position reports;
4. Announce your intentions while in the traffic pattern and on the ground;
5. Avoid multiple takeoffs and landings;
6. Stay as high as possible except during takeoff and landing (2000 feet AGL recommended);
7. Reduce power and RPMs when safety permits;
8. Above all, be safe.

Middle Fork Violations

Phil Role from Sandpoint passed this along to me just after we published the last Rudder Flutter: His son, a river guide on the Main and Middle Fork Salmon Rivers, heard through the grapevine the concern expressed that some backcountry pilots are not adhering to Forest Service "minimum impact camping" and "pack it in - pack it out" policy.

Basically, this means that the next visitor to your campsite should not be able to tell you were there. Cutting or destroying live vegetation is not allowed. As firewood becomes scarce in the summer months, you should either bring in your own wood, briquettes or use liquid or propane fuel stoves. If you make an open fire, it must be contained in a fire pan. You must also have a portable toilet system for human waste. All trash and garbage must leave with you including cigarette butts, candy wrappers and any ash if you used a fire pan for your fire.

Areas in the Middle Fork have been found where vegetation has been cleared for camping close by the River. Fire rings and "cat holes" of human waste have also been found. Although this has occurred at all six Forest Service airstrips on the Middle Fork, they have been particularly troublesome at Bernard and Thomas Creek.

It is rumored that some, including USFS personnel, believe that the violators are for the most part pilots. Based on this belief, warnings to pilots have been stepped up but with little observed change. It is also rumored that stronger action could be taken against violators if this persists.

Before we rotate and insert ourselves into the overhead, let's take a moment to think about this. I believe this problem has been known for some time and that the blame doesn't rest solely on the pilots' shoulders but can be shared by others who use these airstrips as a convenient place to camp. However, what we have here is a lot of rumor, conjecture, innuendo, and little fact. We do not know the entire story. Phil's concern is real and should not be slighted or diminished in any way. But it is still third-hand information and subject to as much inaccuracy as my comments to the contrary.

So what do we do? First, we can be sure that none of us are violators. Second, we can keep our eyes open for those who do violate these policies and either correct them on the spot or pass the information on to the proper authorities. Third, I will grab my "Press Pass" and do some research on the topic and get the true scoop for the next issue of the **Rudder Flutter**. In the meantime, it is **everyone's** problem.

Correction:

It was recently brought to my attention that Ed Freeman was not an Idaho native as I incorrectly stated in my article about Ed in the last issue of the Rudder Flutter. Ed was actually born in Neely, Mississippi and was a 30-year resident of Boise. I apologize for the error...but we will continue to claim Ed as one of our own.



Idaho Aerial Search

By: Frank Lester, Safety/Education Coordinator



You Can Help!!!

As we all know, the older, analog 121.5/243.0 MHz Emergency Locator Transmitters (ELTs) are no longer monitored by the international COSPAS/SARSAT satellites. Reports of this imminent change were well documented when we first brought it to your attention several years ago. Since that first article, we have kept this change on the front burner in the Rudder Flutter, printing specifics about the change, the benefits of installing the 406 MHz ELT and concluding with an article in the last issue particularly addressing those who have elected not to upgrade to the 406.

We have strongly encouraged all pilots in Idaho to make the switch, especially emphasizing the fact that our ability to conduct a timely search is greatly diminished should an aircraft with an older ELT turn up missing. In the most recent article, I tried to come up with suggestions that could significantly assist us in these situations, suggestions I hope everyone will take to heart.

However, there is still more that each of us can do to increase the chances of hearing those unmonitored ELTs: stick a note on the yoke or put it in your checklist to monitor 121.5 (Guard frequency) whenever you are in flight. If you have two radios, keep one tuned to Guard frequency. If you have only one, periodically (traffic permitting) switch over and listen up for a distress signal. Although the satellites are not monitoring this frequency, the tone is still there and anyone listening up on this frequency can hear it.

If you should hear the distinctive swept tone of an ELT, make a note of your altitude, coordinates (general location if you don't have a GPS) and the time you heard it. Pass this information to Flight Service, Center or someone on the ground who can

then pass it along to the Rescue Coordination Center or Aeronautics. If possible, continue to listen until you no longer hear the tone...note that time, location and altitude and pass it along. With similar information from several aircraft, we can narrow the possible location of the signal and launch an aircraft from Aeronautics or the CAP to home in on it.

Oh...and by the way, although 121.5 is no longer monitored by the satellites, you are still required to carry an ELT and maintain it according to the FARs including ensuring that it is attached to the antenna. In a recent accident, the FAA discovered that the ELT was operational but was not connected to the antenna...which makes it a little hard for anyone to hear your distress signal, even if they have Guard set and at full volume.

Yes, you can help. Please take the time to help us in our efforts and increase the chances of survival for those who may be in trouble.

Register Your 406 MHz ELTs!!!!

Please help us serve you better.

- Register your 406 MHz ELT and be sure that your registration remains up-to-date. You will greatly reduce the time necessary to respond to your aircraft should you go down as well as reducing the confusion that may occur if your ELT is registered in someone else's name.
- When you discard an old 121.5 MHz ELT, be sure to **remove the battery** before you send it to the dump. Dumpster diving and dump searches can become very frustrating, expensive and time consuming as well as diverting resources from our primary responsibility...looking for missing or overdue aircraft.

MONITOR GUARD FREQUENCY 121.5!

**If you hear a distress signal or radio call:
Note your altitude, location and time**

Then contact:

- ATC or FSS
- FSS: 800-WXBRIEF (800-992-7433)
- Idaho State Communications (800-632-8000)
- Local FBO
- Local County Sheriff





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McCALL, GATEWAY TO THE IDAHO BACKCOUNTRY



The Quiet Thruster

By: Frank Lester, Safety/Education Coordinator and Dale Ross Stith, President, Quiet Aircraft Association

When I first heard of this aircraft, I didn't have a clue as to what it was or what it did. I was in Vietnam when this aircraft was flying but knew nothing about its mission. So, thinking I wasn't alone in this mystery, I put as "stealthy" a picture as I could find on the back of the last Rudder Flutter and dared you to identify it. Smugly laughing to myself, I thought, "They will never get this one." Holy cow...was I wrong! In fact, I received so many responses that it looked like I was the only one who was in the dark.

Researching the history of this aircraft was very enjoyable. Reading the history and comments of those who flew these aircraft reminded me of many of my own experiences. Many thoughts floated through my memory,



QT-2PC #1, one of two original test aircraft.

weird programs that incubated in the fertile minds of war planners as they fought to stay a step ahead of an intelligent and resilient enemy.

As Ronald Gilliam pointed out in his July, 1996 article in Aviation History, "...night in Vietnam belonged to the Viet Cong...the South Vietnamese Army hated the night...the American helicopters and other aircraft were armed but provided little help because their noise always warned the guerrillas...."

In the late 1960s, the Defense Advanced Research Projects Agency (DARPA), Lockheed Missiles & Space Co. (LMSC), and the military established requirements for a

quiet reconnaissance platform that could stay airborne for at least four hours and remain undetected by humans when flying at 1200 feet above the ground. LMSC conceived and proposed the Quiet Thruster (QT-1) based on the single-seat Schweizer I-26 glider, propelled by a VW engine and a large slow-turning multi-blade prop. The design was rejected in favor of a two-place aircraft and a certified aircraft engine.

The concept morphed into the QT-2, based on the Schweizer 2-32 Glider. Important features included a two-place cockpit with the pilot forward; a muffled 100 HP O-200 Continental Engine with a 3:1 V-belt propeller/shaft speed reduction system; and a front pylon mounted four-blade, 100-inch diameter wood propeller. LMSC was awarded a \$500,000 contract to build and test two aircraft in six months. They covertly organized the "Skunk-Works North" facility in their executive transport service hangar on the San Jose (California) Municipal Airport to produce the aircraft.

See Quiet Thruster
Continued on page 9



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Contact: Ed Holder, Ph: 208-868-3275



Quiet Thruster

Continued from page 8

In anticipation of the added weight of the propulsion system, the design was modified to include stronger wing spars, thicker skin, and a steerable nose wheel. Later, the vertical tail was enlarged to improve divergent yaw-roll coupling caused by the nose mounted pylon.

As a result of a fly-off competition, LMSC (now known as the “Home of Low-Speed/Low Altitude Stealth”) was directed to expeditiously convert the experimental QT-2s to tactical military aircraft and deploy them to Vietnam for operational evaluation (OpEval). Dubbed the QT-2PC (Prize Crew), the aircraft arrived at Soc Trang Army Airfield in early January, 1968, where they were met by all-volunteer Army, Air Force, Navy, and Marine Corps air and maintenance crews as well as Lockheed and Military Assistance Command Scientific Advisor (MACSA) support personnel.

The aircraft proved its worth during the massive communist surprise Tet offensive as the QT Aircrews provided more intelligence and targets than could be processed. Gilliam’s article further stated, “Their greatest coup was a sight that at first made the aircrews rub their eyes in disbelief: Fleets of supply sampans making their way along the Mekong Delta’s network of channels and canals from Viet Cong sanctuaries upriver in Cambodia.”

Meanwhile, another Schweizer 2-32 Glider was being modified as a LMSC “House Aircraft.” Known as Q-Star, it was used to test “quieting” concepts and sensors. Eighteen propeller/reduction ratios/engine combinations and various sensors were evaluated. It initially flew with an O-200 Continental Engine and later with a Curtiss Wright RC2-60, (liquid-cooled Wankel) engine, the first aeronautical application of this configuration.

The QT-2PCs, earlier requisitioned from a Naval Test Pilot School X-26 purchase, were returned to the Navy in 1969 and re-designated as X-26Bs. Later, one was transferred to the Army and remains at the US Army Air Museum (USAAM). The other one was converted back to a SGS 2-32 glider and is now flown commercially.

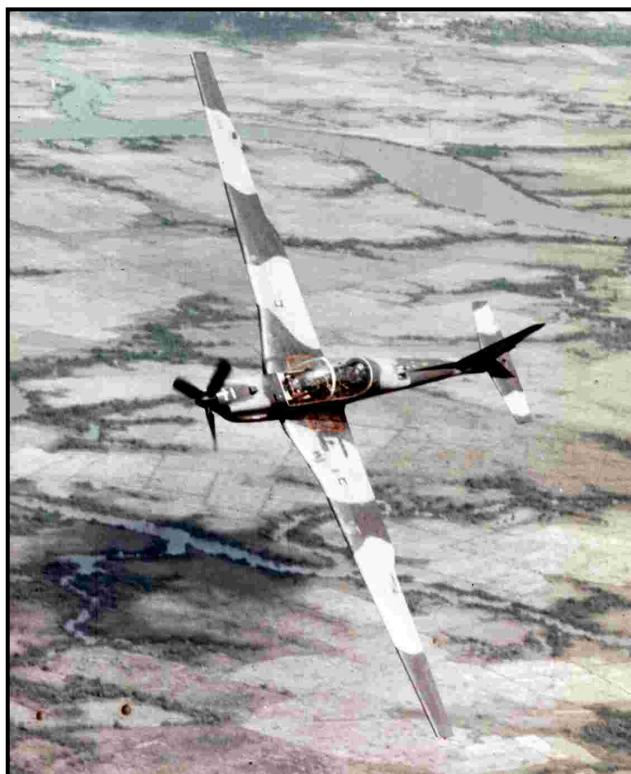
Based on the Prize Crew OpEval, fourteen more upgraded QT-2PCs were requisitioned. LMSC, however, proposed a new design with improvements recommended as a result of the tactical evaluation and Q-Star experience: More aero performance, conventional landing gear, and improved sensor and crew stations. So, the Army Aviation Systems Command (AVSCOM) awarded LMSC a contract for eleven new aircraft in mid 1968. Designated as YO-3A (Y for Pre-Production) eleven YO-3As were produced and nine were deployed to Vietnam by mid 1970.

The YO-3A featured a nose mounted 210 HP IO-360D Continental Engine with a 3:1 V-Belt

See Quiet Thruster

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Quiet Thruster in various stages of development.



The Color of Aviation:

Returning from the Dead

By: Kathleen Mortensen,
Staff Writer for BSU's FOCUS
Alumni Magazine

Dec. 26, 1952

300 miles inside North Korea

It happens so fast, Lt. Donald Pape, 24, barely has time to register fear or panic. With his F-86 fighter jet crippled by enemy fire, he ejects. Bullets from ground fire whiz past him as he parachutes to the ground, where he's met by hostile troops. Knowing that North Korean soldiers will kill him on sight, he's relieved to be captured by Chinese forces.

Taken to a local village, he's placed in a bamboo basket and left in the town square. Angry villagers - men, women and children - stab at him with sticks as if he were a wild animal. The next day he's moved to a mud hut to await transportation to a prison camp. While the guard takes time out to romance a lady friend, Pape uses a spoon to dig through the mud wall. Crawling through the crude hole, he escapes under the cover of darkness.

For three days he heads toward the coast less than 50 miles away, hoping to signal a Navy ship. Weakened by dysentery picked up from contaminated groundwater and hiding in an irrigation ditch, he is eventually discovered by farmers. Afraid they'll kill him, he tries to run, but in his weakened state he doesn't get far.

The farmers finally catch him, throw him in a rice paddy and try to drown him. When that fails, they resort to beating him with sticks until Chinese troops, searching for the escaped prisoner, stumble onto the scene. They tie him to a tree and beat him while he throws up.

Eventually a truck pulls up filled with captured South Korean soldiers, many as badly beaten as Pape. Each bump over the rutted road elicits pitiful moans from the truck's occupants. One man cries out loudly, and in irritation his fellow soldiers throw him out of the truck, leaving him to die in the middle of hostile territory. Bruised to the soles of his feet, Pape watches in fear and endures in silence.

Eventually reaching Manchuria, China, Pape is in dire straits. Alone when his plane was hit, with no time to send out a radio transmission, he's listed as missing in action and believed dead. His captors show him no mercy. If he'll sign a confession stating that the United States is using bacteriological warfare, he's told, they'll let him go free. If not, they'll beat him and hold him in solitary confinement. An assistant armament officer, he knows it isn't true and that he will be a traitor to his country if he signs it.

For nine months he endures solitary confinement in cells only three steps by four steps. He has a rice mat, a blanket and very little food. He wraps the blanket around his head at night to keep the rats from



Young Don Pape circa Korean War

nibbling on his ears and nose. Desperate to let someone know he's alive, he scratches his name on the walls of his prison or on scraps of paper. But each time his Chinese guards find them and beat him.

In September, 1953, the war is finally over. Weighing only 114 pounds, his nervous system is so shot he can't control his shaking. Weakened by his ordeal, he can barely stand. But none of that matters - he's going home and his family will finally know he's alive.

After reading the above article from the spring, 2000 issue of Focus, I asked Don's son, Mike, also our Director of

Returning

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Returning

Continued from page 10

Flight Operations, what impact his father had on his flying career: Mike replied, "Dad took all six of us kids on fishing and camping trips throughout the Idaho backcountry. He told me I was the only kid in the family who could hold a heading within 45 degrees. We spent numerous vacations at Cabin Creek as well as the Flying B and Johnson Creek. As a young boy I relished the times I got to go with him to the base, put on a fighter pilot helmet and sit in the F-86. He made flying fun and exciting. I couldn't imagine a different career path.

I was highly supported by Dad when I wanted to pursue a professional piloting career. He assisted me financially with tuition at Embry-Riddle, as well as encouraged me through a demanding pre-solo curriculum; one specifically intended to weed out the

weaker students. He would remind me that he set the Air Force record at 39 hrs and 119 landings in the T-6 to qualify for solo flight. I still thank his dental patients who paid for fillings and root canals so I could attain a multi-engine rating."



Mike Pape, Aeronautics Director of Flight Operations and his father Don.

Editor:

Donald Pape (diploma, arts and sciences, '49), 80, was awarded the Air Medal and Distinguished Flying Cross. He received a dental degree from Creighton University in 1959. A retired dentist, he lives in Boise with his wife Darlyne. The father of six children, he traveled to Latin America twice a year between 1983 and

2000 to offer dental services to local residents.

Many thanks go to Kathleen (Mortensen) Tuck, now editor of BSU's FOCUS Alumni magazine, for her generous support in allowing me to use her article.



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Calendar of Events

June

- 13 **Smith Prairie Fly-In**, see page 8 for details, Ed Holder, 208-868-3275
- 19-21 **IAA Breakfast Fly-In, Garden Valley Airport**, 60 aircraft/120 people, Jerry Terlisner, 859-7959
- 19-21 **Super Cub Group Fly-In**, Johnson Creek Airport, 100 aircraft/150 people, Dave Kirsten
- 20 **Gooding Airport Flying Association Open House**, Gooding Airport, Kit John, foreverflyingkit@gmail.com
- 21 **Smiley Creek Fly-In**, Smiley Creek Airport, Gary Thietten, gary@idahohomehealth.com
- 23-26 **GlaStar & Sportsman Fly-In**, Smiley Creek, 10 aircraft, Dave Hulse, 916-705-6777
- 26-28 **Backcountry Pilots Fly-In**, Johnson Creek Airport, 30 aircraft/30 people, John Wheeler, 208-569-7422
- 27 **IAA Work Party**, Big Creek Airport, Jerry Terlisner, 859-7959

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July

- 9-12 **Flight Design CTSW Light sport Planes Fly-In**, McCall Airport. Everyone is welcome! Activities include flying around the southwest part of the state for visits to different types of museums and displays, cruising Payette Lake, much much more! Mel Mohr, idaspu@frontiernet.net
- 10-12 **80/185 Club Fly-In**, Garden Valley Airport, 60 aircraft/80 people, Jim Davies, 859-5537
- 10-13 **QB's Fly-In**, Johnson Creek Airport, 25 aircraft/35 people, Dave Sanderson, 831-335-4043
- 10-12 **Wilderness within Reach**, Sulphur Creek, Joe Corlett
- 18 **T-Craft Aero Fly-In**, Garden Valley Airport, 10 aircraft/30 people, Jim Hudson, 863-4835 or Bill Zervas, 288-1000
- 18 **St. Maries Airport Fly-In**, Breakfast fundraiser (\$5) to support the Junior Civil Air Patrol from 0800 — 1100, static displays, educational videos, raffle and door prizes. Tina-Marie Schultz, 208-773-8522, tinamarieschultz@roadrunner.com

August

- 7-9 **80/185 Club Fly-In**, Johnson Creek Airport, 100 aircraft/200 people, Al Hewitt, 206-714-1420
- 15-16 **IAA, Cavanaugh Bay Airport**, 30 aircraft/60 people, Wayne Thiel, 890-8866

Email your event information to
tammy.schoen@itd.idaho.gov for inclusion in
the **Rudder Flutter** and the Aeronautics website.

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Planning to fly International?

Have you registered with eAPIS?

By: Mark Sweeney

The “Electronic Advanced Passenger Information System” or eAPIS is a Customs and Border Protection (CBP) requirement that became law on May 18, 2009. The eAPIS collects data and compares the passenger manifest against a no-fly list. This electronic manifest is required both **leaving** and **returning** to the United States. It can be completed several days in advance of your departure but must be completed at least 60 minutes prior to an international departure.

eAPIS allows the user to:

- Submit a passenger manifest for multiple exits from and entries into U. S. airspace;
- Receive a submission number from CBP confirming receipt of the manifest; and
- Allows the user to print a passenger manifest.

To use eAPIS first requires you to register at <https://eapis.cbp.dhs.gov>.

- Click on “Enroll,” agree to the terms and conditions and then click “Next.”
- Select the type of account you seek, Commercial or Private.
- Complete the information requested including the name of a point of contact regarding the manifest submission.
- Create a password between eight and twelve characters in length, beginning with a number and containing at least one other character (A list of characters is provided on the web site).
- Re-Enter the password.

- Review your entries and then select “Complete Enrollment” to submit.

After successfully completing the eAPIS enrollment, you will receive an email with your “Sender ID” and an “Activation” key. This confirmation may take several days to receive so plan ahead! Once you receive the email confirmation, go to the eAPIS web site and enter your “Sender ID” and “Password;” then select “Log In.” Activate your account by entering the “Activation key.”

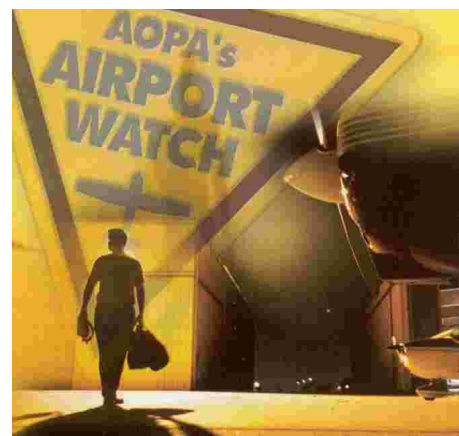
When completing an eAPIS submission for border crossing, you will need to provide the following information.

- Name and address of each passenger and crew
- Passport number and date of expiration
- Date of birth
- Nationality

When you have successfully completed a submission, you will receive a confirmation email. Be aware that satisfying the eAPIS requirement does not relieve you, the pilot, of obtaining prior clearance from CBP to land at either an “**International airport**” or a “**Landing Rights**” airport. You will still be required to fill out a 178 Form and to update customs by phone if your ETA back into the country differs by more than 15 minutes from your scheduled time. A good suggestion is to fill out submissions for both crossings in case you have limited Internet access at your foreign destination. These CBP requirements are **only** for the United States. You must still request permission to enter the foreign country and comply with their entry requirements.

Unfortunately we live in an age of increasing regulation in the interest of national security. Compliance with this new requirement is mandatory and will save you a lot of headaches when exiting our borders and returning. Fly safe and enjoy!

Editor: Mark Sweeney is a member of the Idaho Aeronautics Advisory Board. He currently possesses the following ratings: ATP-MEL, Commercial Rotorcraft-Helo, CFI, CFII, CFI-Rotorcraft Helicopter, LR-JET, CE500, CE750.



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T-Craft Aero Club:

Putting Wings on Your Dreams

**By: Jim Hudson, T-Craft
Membership/Safety Director**

In these days of tighter budgets, a flying club may be just the ticket to keep you in the air, or an economical way to get your pilot certificate. T-Craft Aero Club is one of the oldest and largest flying clubs in the Treasure Valley.

The club is owned and operated by its members as a non-profit corporation based at the Nampa Airport. It started in 1975 with only 2 airplanes and 20 members with a

passion to fly, and has grown to 6 airplanes and 80 members with that same passion. Unfortunately, we don't have our namesake Taylorcraft anymore, but we do have six excellent Cessna Aircraft: a C152, two C172s and three C182s, all stabled in the club's enclosed hanger. Two aircraft, one C172 and one C182, are IFR equipped and certified with Garmin 430 instrumentation.

The goal of the club is to provide a fleet of safe and well maintained

aircraft for our members at the lowest cost possible. All of our club aircraft are professionally maintained on field by Aero Services, so you can count on high standards of safety and operation, with minimum downtime. All members are fully insured as part the membership dues.

Members use our aircraft for local flying, training, cross country,

Wings

Continued on page 18

Quiet Thruster

Continued from page 9

Propeller Speed Reduction System; low-mounted wings with retractable main landing gear and 20-gallon fuel cells (sufficient for five hour missions); a two-place cockpit with the Observer/Sensor Operator forward, and a state-of-the-art, horizon-stabilized night vision sensor consisting of: Night Viewing Aerial Periscope (NVAP: An image-intensifier unit with the objective lens mounted in a turret on the bottom of the fuselage and a monocular eyepiece in the front cockpit); a co-axial Laser Target Designator; and a slaved Infrared Illuminator

The YO-3As arrived at Tan Son Nhut Air Base near Saigon and then

were ferried to Long Thanh. From there, missions were flown throughout Vietnam and Cambodia as well as from Hue Phu Bai, Binh Thuy, and Thuy Hoa. The YO-3A Platoon was deactivated on August 13, 1971, as part of the Army's phased withdrawal from Vietnam.

Of the original eleven YO-3As: Four were destroyed in accidents; four are on display in museums (one of them is being returned to flight status); two are privately owned and in storage; one is operated by NASA/USAAM (known as Permanent Historical Documents, never to be flown again and will never leave USAAM, the QT-2PC #1 and YO-3A 69-18000 are the only two such items in USAAM's entire collection).

Well over 1000 unarmed combat missions (almost exclusively night) were flown by the Quiet Aircraft during the Vietnam War. None were lost to enemy fire, making them the first aircraft to survive in a hostile environment by means of low-observables (now called "stealth").

Only a few people were assigned to these classified projects. Most of them were there from the beginning. Restricted by the Department of Defense for decades, they keep the legacy of this program alive today as the Quiet Aircraft Association, Inc. More can be learned about the aircraft, the people who flew and maintained her and their mission at www.quietaircraft.org, www.prizecrew.org and www.yo-3a.com.

And then there are those of you who took up my challenge of "Can You Name This Aircraft?" Your response was very gratifying; your comments were interesting, informative and enjoyable to read. It was obvious that you shared the enjoyment of the challenge and appreciated the opportunity to look back to an era where many of us played a small part in history. Altogether, I received 27 responses, small by most counts but enormous by Rudder Flutter counts and... "The Winnah is...(drum roll please)... Bill Sando!" Bill was so quick, I could hear his email ricochet off the sides of my Treo.

Thanks Bill and thanks to all of you for making this part of my job so much fun.

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- Current FAA Charts
- Letter-size TFR Charts

**Do not risk a midair.
Do not risk a violation.
Do not approach to investigate.**



Kitfox: Idaho Born and Bred

By: Frank Lester, Safety/Education Coordinator

Not too long ago I visited Kitfox's new home in Homedale at the invitation of my friend, and owner, John McBean. I had asked him how the new business was going, to which he answered, "Come on over and have a look." Well I finally took him up on his invitation, partly to observe first hand how the move from Caldwell to Homedale had affected Kitfox, and partly, to write an article for the **Rudder Flutter**. I am always interested in promoting Idaho-owned aircraft businesses and was very impressed at the success and management of this operation.

There is a lot you can learn from a quick look at their website: Denney Aircraft produced the first Kitfox kit in November, 1984, in a small factory in Boise. The Kitfox was designed as a



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lightweight, two-place sport aircraft with excellent Short Takeoff and Landing (STOL) performance and the ability to operate from short and unimproved airfields. Six Model-1 Kitfox kits were delivered that first year. Since 1984, over 4,500 Kitfox kits have been delivered to builders throughout the United States, Canada and over 42 foreign countries.

In June, 1992, SkyStar Aircraft Corporation purchased the

rights to produce the Kitfox and then in January of 2000, an employee group acquired SkyStar Aircraft. In April of 2006, the rights were acquired by Kitfox Aircraft, LLC, a newly established business operated by John and his wife, Debra. They also own and operate Sportplane, LLC, a Kitfox specialty supply firm they founded after John departed SkyStar in 2003.

John and Debra opened Sportplane, LLC for business in February, 2004. Their primary focus is on the Kitfox family, specializing in builder assistance, sales, service and aftermarket parts for sport aircraft.

John has been involved in aviation most of his life. As a former demo pilot, sales and technical support representative for SkyStar Aircraft, his knowledge of the build process, characteristics of the

Kitfox

Continued on page 17



Kitfox

Continued from page 16

Kitfox and his background in aviation were invaluable when opening Sportplane, LLC. He is a current Flight Instructor and holds a Commercial certificate with Multi-engine, Seaplane and Instrument ratings and has many enjoyable hours in the Kitfox.

Debra, with a background in business management, has more than 20 years in the Auto Finance industry and worked for Skystar Aircraft in airshow support and sales. She also has many enjoyable hours in a Kitfox as a private pilot. Together, they work hard to provide quality personal service to their customers.

Kitfox Aircraft, LLC delivered its first kit in July, 2006, moving to Homedale in January, 2007. The current Kitfox has a maximum gross weight of



Kitfox's Homedale Airport location

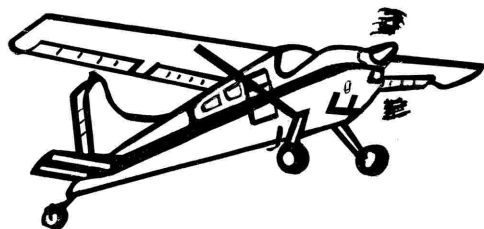
1550 lbs which allows up to 800 lbs useful load.

A version of this Kitfox, known as a "Special Light Sport Aircraft" or SLSA was introduced this year by Kitfox Aircraft at Sun-n-Fun. This SLSA will be certified at the 1320 lbs maximum gross for Light Sport Aircraft and will

be available as a "fly-away" aircraft with either tricycle landing gear or a tail wheel. "We are not moving away from our kit heritage," John emphasized. "We are simply adding another avenue for

Kitfox

Continued on page 18



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Above, short final to the Flying B Ranch. Fortunately, no serious Injuries



Kitfox

Continued from page 17

those who would rather fly sooner than later or who are just not comfortable building an aircraft from a kit.”

Both aircraft can also be converted from tail wheel to tricycle gear to floats to skis.

Since arriving in Homedale, they have expanded to three hangars, all constructed by another Idaho-based business, R&M Steel. It is part of John



Debra and John McBean



Kitfox, LLC.

and Debra's philosophy to use Idaho resources and businesses first. They take pride in the fact that the Kitfox is 100% made in the USA and strive to provide the best customer service while supporting local business.

We give a tip of the ol' Aeronautics' fedora to John and Deb for their success and for putting Idaho first.

Visit their website at www.kitfoxaircraft.com for more information.

Wings

Continued from page 14

backcountry, or even international flights. We also do charity flying, such as Angel Flight, Search and Rescue, EAA Young Eagles and the State sponsored "Aviation Career Exploration" flights with club aircraft.

Training and continued learning are an important part of the clubs activities. Monthly training and safety meetings are designed to keep your skills sharp. We are continually training new pilots or upgrading current skills. We have 14 club approved seasoned instructors and a training room with computer-internet, and a library of training materials.

The Nampa Airport is easy to get to from all over SW Idaho, just 2 miles off

the freeway at the Garrity Exit. From most locations in Boise, you can be in the air faster in Nampa, than at BOI and save a few tenths' off the Hobbs clock without ATC delays.

What has drawn pilots to the T-Craft Aero Club for the past 30+ years? That's easy:

- Aircraft and hangar owned by club members;
- Well maintained and safe aircraft;
- Members fully insured for liability and hull damage;
- Low membership initiation fee and dues;
- Very affordable hourly rates for all club aircraft;
- No minimum daily rates or overnight fees;
- Backcountry flying allowed according to club policies;

- Learn to fly – and after you learn, you have planes to fly;
- On-line scheduling using Schedulmaster;
- Seasoned and experienced club instructors and monthly safety programs; and
- It's a fun, friendly club! That means social events like fly-ins, plane washes and BBQs.

We are currently accepting new members. For applications or more information about our club, please visit our web page at: www.t-craft.org, or call: Jim Hudson, Membership/Safety Director at (208) 863-4825; Jeff Vanhooser, Secretary at (208) 861-3972; or Bill Zervas, President at (208) 288-1000.





BIG CREEK (U60) 5743' N45.08 W115.19
3550X110 TURF CTAF 122.9



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